

Appendix C - Thatcham Level Crossing Responses Rev A
Summary of replies to consultation

	Reply from	Comments made	Officer response
1	Work location adjacent to site	<p>a) The right hand turn lane will not stop road users driving down the wrong side of the road.</p> <p>b) Feels that this has not been looked at properly and that a bridge is the only solution.</p>	<p>a) The right hand turn lane will create extra road space, meaning less chance of a head on collision if a road user uses the wrong side of the road.</p> <p>b) A study into putting a bridge over the level crossing has been completed and shown not to be finically viable.</p>
2	Road User	<p>a) I think the only solution to problems at this level crossing are to construct a bridge however tricky this might be. The volume of traffic on both the railway and the road is too great for a satisfactory level crossing.</p>	<p>a) A study into putting a bridge over the level crossing has been completed and shown not to be finically viable.</p>
3	Road User	<p>a) A bridge is the only solution and the proposal is a waste of tax payers money.</p>	<p>a) A study into putting a bridge over the level crossing has been completed and shown not to be finically viable. The proposal will improve the traffic flow southbound. When a car is waiting to turn right into Station Road industrial estate the through traffic will not be blocked.</p>
4	Road User	<p>a) Supports the proposal</p>	Noted.
5	CLlr R Crumly	<p>a) The proposal seems ok</p> <p>b) Could the one way system be changed so traffic can turn left from Station Road into the car parking area</p>	<p>a) Noted</p> <p>b) This option was looked at as part of the study. It was felt that reversing the one-way would place more traffic in the queue on the approach to the level crossing if they are dropping off or accessing the car park.</p>
6	CLlr Keith Woodhams	<p>a) I have seen a drawing showing a right hand turn into the Thatcham Sorting Office, which will accommodate about three vehicles. This change will have little impact on improving traffic flow through the level crossing at peak time. Costly signage on the A4, warning motorists that</p>	<p>a) The proposal will improve the traffic flow southbound. When a car is waiting to turn right into Station Road industrial estate the through traffic will not be blocked.</p> <p>b) A study into putting a bridge over the level crossing has</p>

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		<p>the crossing barriers were in the down position was dismissed some years ago.</p> <p>b) I have been advised that Network Rail will not allow the crossing barriers to be raised if there is a train in the station. I would have hoped that if the barriers could have been raised more frequently after a train had passed, that this would have been done years ago. Long delays at the level crossing will continue and traffic queues will remain until a bridge is built.</p> <p>c) As chairman of the Kennet Heath housing development infrastructure committee, we wrote to the then Labour government asking them to sanction the construction of a bridge over the railway. The government responded by saying no to the bridge and that we had to get people out of their cars and onto public transport!</p> <p>d) I have yet to see a positive return on the £14,000 invested in consultants by the Conservative run West Berkshire Council.</p>	<p>been completed and shown not to be finically viable.</p> <p>c) Noted.</p>
7	Road User	<p>a) The proposal will have limited benefit to southbound traffic.</p>	<p>a) It is accepted that the benefits will be limited when compared to the provision of a bridge however, the proposed scheme prevent right turn vehicles blocking the southbound queue.</p>
	Road User	<p>a) It is an improvement for southbound traffic but northbound traffic will still have to stop to let the cars turn right.</p> <p>b) The ultimate answer is a bridge.</p> <p>c) Can a road to Station Road Industrial estate come off the roundabout and through The Swan public houses garden?</p>	<p>a) Northbound traffic is not expected to stop to let cars turn right. There is sufficient space for the cars to wait for a space in the traffic.</p> <p>b) A study into putting a bridge over the level crossing has been completed and shown not to be finically viable</p> <p>c) This would require 3rd party land at a significant expense.</p>

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9	Road User	<ul style="list-style-type: none"> a) Noted the proposal b) Traffic leaving the station car parks cause cars to stop on the train line. 	<ul style="list-style-type: none"> a) Noted b) Noted
10	Local resident	<ul style="list-style-type: none"> a) The only way of solving the traffic congestion is to build a bridge. b) The filter lane is a complete waste of time and money because Thatcham Sorting Office is earmarked for closure! 	<ul style="list-style-type: none"> a) A study into putting a bridge over the level crossing has been completed and shown not to be finically viable. b) Discussion with a Post Office representative in April 2013 has revealed there are no plans to close Thatcham Sorting Office.
11	Road User	<ul style="list-style-type: none"> a) Strongly supports the sanctioning of a bridge. Feels this is the only option given the proposed number of additional residential properties in Thatcham over the coming years. 	<ul style="list-style-type: none"> a) A study into putting a bridge over the level crossing has been completed and shown not to be finically viable
12	Road User	<ul style="list-style-type: none"> a) Only a Bridge will suffice. 	<ul style="list-style-type: none"> a) A study into putting a bridge over the level crossing has been completed and shown not to be finically viable
13	Local resident	<ul style="list-style-type: none"> a) The proposal will not stop the queues that back up to Burys Bank Road. 	<ul style="list-style-type: none"> a) This proposal is not intended to address this problem.
14	Road user	<ul style="list-style-type: none"> a) Building a bridge is the only option. 	<ul style="list-style-type: none"> a) A study into putting a bridge over the level crossing has been completed and shown not to be finically viable
15	Road user	<ul style="list-style-type: none"> a) Considers the best option would be to build a bridge. b) If a bridge is not possible then suggests a major re-working of the road network to improve access to and 	<ul style="list-style-type: none"> a) A study into putting a bridge over the level crossing has been completed and shown not to be finically viable. b) Further road improvements to improve access to the car

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		from the two car parks.	parks were considered in the early stages of the Thatcham Level Crossing study. These were discounted due to the difficulty in forming new, or enlarging the existing junctions in the vicinity of the level crossing and canal.
16	Road user	<p>a) I would just like to say that the right hand turning lane will make little difference. I use that crossing a lot and believe me it is not turning right that causes a problem it is the fact it is down for so long every hour. Also that it can be down five minutes before a train even gets there. The bridge is the only viable and effective solution, anything else is near pointless.</p> <p>b) It would help to have a modern signalling system that timed the barriers subject to how far the train is away. Is this being considered at network rail update the lines. Who is talking to network rail about this ?</p>	<p>a) It is accepted that the proposed improvement will have limited benefits when compared to the provision of a bridge however the cost of a bridge at this location has been proved not to be financially viable.</p> <p>b) With the introduction of electrification West Berkshire Council will be working with Network Rail to explore any efficiencies in the working of the level crossing.</p>
17	Local resident	<p>a) Believes building a bridge is the only sensible option.</p> <p>b) Does not feel the middle lane would alleviate any of the waiting as most people already drive on the wrong side of the road to access the post office site.</p> <p>c) Would it be possible for Network Rail to time the heavy trains to travel outside the peak hours, especially with cargo like gravel which is not perishable.</p>	<p>a) A study into putting a bridge over the level crossing has been completed and shown not to be financially viable.</p> <p>b) It is accepted that compared to the provision of a bridge the proposed scheme will have limited benefits.</p> <p>c) This can be explored with network rail.</p>
18	Road User	<p>a) Although the (proposed) right hand turn may help this is rarely a problem and rarely causes us to be held up. We use this route at busy times as well.</p> <p>b) For me the only solution without a doubt is a bridge. I believe other solutions would pretty much be a waste of money. Having people waiting can also not be good for the environment as people will leave engines running in spite of signage advising the contrary.</p>	<p>a) The study results reveal that up to 26 vehicles per hour turn into the industrial area.</p> <p>b) A study into putting a bridge over the level crossing has been completed and shown not to be financially viable</p>

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19	Road User	<ul style="list-style-type: none"> a) Acknowledges some benefits for road users from the proposed option but does not feel the expense is worth it. b) Feels that given the amount of development in Thatcham in recent years coupled with a potential increase in Rail traffic due to the Reading Station re-development, that a bridge is the best option to relieve traffic. 	<ul style="list-style-type: none"> a) Noted. b) A study into putting a bridge over the level crossing has been completed and shown not to be finically viable
20	Work location adjacent to site	<ul style="list-style-type: none"> a) Best and only long term solution is a bridge b) Why are the barriers closed for so long before a train arrives c) I don't believe a right hand turn filter lane to the post office sorting depot is required d) Signage to tell drivers from the A4 that the barriers are down would be useful. e) Can something be done about the angle of the crossing and the road. Part of the problem is the very slow speed you have to drive over the crossing. 	<ul style="list-style-type: none"> a) A study into putting a bridge over the level crossing has been completed and shown not to be finically viable b) This is due to the location of the striking points which are governed by national guidelines for level crossings. c) Noted. d) This was considered as part of the Thatcham Level Crossing Study and found not to be viable. e) The level of the rail track through the crossing cannot be changed without significant expense due to its proximity to the station. This is what governs the road gradient through the crossing.
21	Thatcham Town Council	<ul style="list-style-type: none"> a) The right turning lane would result in no significant improvement to traffic delays or highway safety. b) The proposal would not address the queuing of traffic from the south or prevent southbound traffic overtaking the waiting vehicles to gain access to the Station Road Industrial Estate. c) They did not believe that the proposals (as so far published) would justify the costs involved. 	<ul style="list-style-type: none"> a) A study into putting a bridge over the level crossing has been completed and shown not to be finically viable b) Observations on site dictate that some improvements to traffic flow would be achieved.. c) Noted.

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22	Road User	<ul style="list-style-type: none"> a) Thinks the level crossing is a safety issue. b) A bridge is the only option. c) Improved computerised signalling system to improve barrier downtime. 	<ul style="list-style-type: none"> a) Noted b) A study into putting a bridge over the level crossing has been completed and shown not to be finically viable c) Noted
23	Local resident	<ul style="list-style-type: none"> a) Feels that the current proposals will do little to ease the congestion, and the only real cure will be to build a bridge. b) I use the crossing at least 4 times a day, every day of the week, and if you've ever sat in the queue you will see that many of the drivers wanting to enter the industrial site already drive down the wrong side of the road past the queue. If the dedicated lane started at the roundabout this would certainly help the flow, but since it looks like it's only about 3 car spaces long it will have a minimal effect on the congestion, and certainly not stop the need to drive down the wrong side while the crossing is closed. As for the traffic coming from the Crookham side, it does nothing for them. c) Given the scale of development in Thatcham, feels a bridge is the only viable solution. 	<ul style="list-style-type: none"> a) A study into putting a bridge over the level crossing has been completed and shown not to be finically viable b) Unfortunately insufficient road space exists to extend the right turn lane to Pipers Lane roundabout. However, observations on site have shown that the provision of the a right turn lane will prevent blocking of the queue and improve traffic flow. c) Noted.
24	Road User	<ul style="list-style-type: none"> a) A bridge is the only solution 	<ul style="list-style-type: none"> a) A study into putting a bridge over the level crossing has been completed and shown not to be finically viable
25	Road User	<ul style="list-style-type: none"> a) A bridge is the only solution. This could be a temporary lightweight structure to prevent HGV's. 	<ul style="list-style-type: none"> a) A study into putting a bridge over the level crossing has been completed and shown not to be finically viable
26	Local resident	<ul style="list-style-type: none"> a) Welcomes the interest by West Berkshire Council into the problems around the crossing and applauds the attempt 	<ul style="list-style-type: none"> a) Noted

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		<p>to improve traffic flow.</p> <p>b) Remains unconvinced that minor improvements to the roadway will significantly solve the issue. However, for those turning right in to the industrial estate it would be an obvious improvement and forms a logical progression for the requirements of the two or three per cent. I just hope that West Berkshire Council do not continue to evade their responsibilities in relation to a bridge crossing and take note of the extremely high statistics in terms of barrier downtime.</p> <p>c) A bridge is the better viable option.</p>	<p>b) Noted</p> <p>c) A study into putting a bridge over the level crossing has been completed and shown not to be finically viable</p>
27	Road User	<p>a) Disagrees with the proposal</p> <p>b) Traffic to the industrial estate should use Piper Lane.</p>	<p>a) Noted</p> <p>b) Noted</p>
28	Road User	<p>a) Proposal does not address the main issue of long delays.</p> <p>b) A bridge is the only viable option</p>	<p>a) It is accepted that the proposal will not alleviate the congestion at the level crossing, although it will go some way to improving traffic flow and reducing driver frustration.</p> <p>b) A study into putting a bridge over the level crossing has been completed and shown not to be finically viable</p>
29	Local resident	<p>a) Does not agree with the proposal as it will not improve flow for northbound traffic.</p> <p>b) The Level Crossing Study does not take into consideration growth in traffic volume due to new developments (14 additional houses at Mallards Reach and 14 at Rainsford Farm)</p>	<p>a) Noted</p> <p>b) These numbers of additional houses are not considered to be significant when considering the thousands of vehicle movements along this stretch of road.</p> <p>c) The survey information is based on actual vehicle counts and does not differentiate between vehicle type</p>

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		c) Comments that the majority of vehicles turning into the Post Office Depot are members of the public collecting undelivered mail. This only occurs during restricted hours and hence is likely to provide sporadic improvements to traffic flow.	and use. For the purposes of this study it was considered academic.
30	Road User	a) Lack of investment on local traffic system	a) Noted

Note: Individual members of the public have not been identified in this table. Replies from people who live in close proximity to the proposals have been labelled as “resident”. Replies from people whose addresses are not local to the proposals have been labelled as “road user”.